



**CITIZENS ADVISORY COMMITTEE  
AGENDA**

September 24, 2008; 6:30 – 8:00 p.m.  
McCloskey Room

- I. Call to Order
- II. Approval of Minutes:
  - A. August 27, 2008
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
- V. Reports from the MPO Staff
  - A. Bloomington Transit's Transit Development Program Update
  - B. Transportation Improvement Program FY 2009-2012 Amendment
    - 1. SR 45 Intersection Improvement at Liberty Dr. (INDOT)
  - C. Public Meeting for Atwater and Henderson Signal Project (City of Bloomington)
- VI. Old Business
  - A. Complete Streets Policy
- VII. New Business
  - A. Long Range Transportation Plan Vision Statement Discussion
  - B. CY 2009 Meeting Schedule
- VIII. Communications from Committee Members
  - A. Topic Suggestions for future agendas
- IX. Upcoming Meetings
  - A. Citizens Advisory Committee – October 22, 2008 at 6:30pm (McCloskey Room)
  - B. Technical Advisory Committee – October 24, 2008 at 1:30pm (McCloskey Room)
  - C. Policy Committee – November 14, 2008 at 1:30pm (McCloskey Room)

Adjournment

**Bloomington/Monroe County Metropolitan Planning Organization**  
Citizens Advisory Committee

**Citizens Advisory Committee Meeting Minutes**  
**August 27, 2008 McCloskey Conference Room 135, City Hall**

*Citizens Advisory Committee (CAC) Minutes are transcribed in a summarized outline manner.  
Audio recordings from the meeting are available in the Planning Department for full reference.*

**Attendance**

Citizens Advisory Committee (Voting Members): Chair Jack Baker (McDoel Gardens NA), John Kehrberg (Citizen), Buff Brown (Bloomington Transportation Options for People), David Walter (6<sup>th</sup> & Ritter NA), Patrick Murray (Prospect Hill NA), Natalie Wrubel (League of Women Voters), Steve Forrest (citizen of the world), and Sarah Ryterband (Prospect Hill NA).

Others In Attendance (including Non-Voting CAC Members): Jacqui Bauer (Environmental Commission), Raymond Hess (MPO staff), and Scott Robinson (MPO staff).

**I. Call to Order (~6:35PM)**

**II. Approval of Minutes**

The minutes from the August 27, 2008 meeting were accepted by the CAC with one correction noted by Mr. Forrest.

**III. Communications from the Chair**

Mr. Baker had nothing to report. Mr. Murray stated he had done some research on ultra-light weight hybrid busses and bike sharing programs.

**IV. Reports from the Officers and/or Committees**

There were no reports.

**V. Reports from the MPO Staff**

**A. 4<sup>th</sup> Quarter Progress Report**

Mr. Hess presented the 4<sup>th</sup> Quarter Progress Report and asked the Committee if they had any questions.

**B. Annual Completion Report**

Mr. Hess reviewed the Annual Completion Report. Mr. Baker asked about the status of Bloomington Transit's (BT) Transit Development Program (TDP) and whether a unified transit entity was being considered. Mr. Robinson replied that he estimates the program to be 40% complete and that the issue of combining transit services is being considered. Mr. Brown expressed support for BT and IU Campus Bus to merge and suggested that the CAC draft a letter to this effect. Mr. Brown also suggested that the TDP have more public involvement and that the CAC should write another letter requesting a process which engages the community. Mr. Robinson stated there will still be opportunities for the public to participate in development of the TDP. Mr. Murray suggested and the Committee agreed that Lew May be asked to attend the next meeting. Based upon his responses to these issues, the CAC can determine if they need to send letters. Mr. Brown then asked about the status of the bicycle/pedestrian counting program. Mr. Robinson replied that technical difficulties with the program are still being worked out.

**Bloomington/Monroe County Metropolitan Planning Organization**  
Citizens Advisory Committee

**C. SR 45 from Pete Ellis to Russell Road Public Hearing Request**

A hearing for the project will be held on September 18, 2008 at 6:00pm in the University Elementary cafeteria. MPO staff has no additional details about the project or hearing process beyond what was identified in the notice. At the request of Ms. Ryterband, staff will send an electronic copy of the notice to the Committee after the meeting.

**VI. Old Business**

**A. Complete Streets Policy**

Mr. Robinson reviewed the latest draft of the Complete Streets Policy and distributed supplementary text for the project planning section. Mr. Robinson suggested the draft policy be completed by late fall before the MPO gets into developing its annual documents. Ms. Ryterband motioned that the distributed draft policy be tentatively adopted up to the implementation section. Mr. Murray seconded the motion and it passed unanimously. Mr. Robinson suggested that the exemption section be reviewed at the next meeting. Mr. Hess reminded the Committee that the policy would only apply to federally funded projects in the MPO. Mr. Murray stated it would be important then for local governments to adopt similar policies.

**VII. New Business**

**A. JARC/New Freedom Grant Requests**

BT successfully garnered funding from these programs last year and would like to apply again. BT would like to apply for \$208,000 in Job Access & Reverse Commute (JARC) funding to extend service for its downtown routes until 11:30 at night. Additionally, BT would like to apply for \$26,000 in New Freedom funding to extend paratransit service to 11:30 at night for the entire City limits. Mr. Murray recommended endorsement of both applications. Ms. Ryterband seconded the motion and it passed unanimously.

**B. Intelligent Transportation Systems (ITS) Architecture**

The ITS Architecture is a federally mandated document which identifies how technology can be integrated into the transportation infrastructure to reduce congestion and improve safety and efficiency. Mr. Hess reviewed the different components of the ITS architecture. Ms. Ryterband made a motion to recommend approval of the draft ITS Architecture. Mr. Murray seconded the motion and it passed unanimously.

**C. Transportation Improvement Program FY2009-2012**

Mr. Hess reviewed a request from INDOT to include engineering for intersection improvement at SR 45 and Liberty Dr./Hickory Leaf Dr. MPO staff had no details on the project specifications and was unable to answer additional questions from the Committee about the project. Mr. Hess committed to getting additional details for the next CAC meeting. The CAC withheld a recommendation until such time.

**D. Highway Safety Improvement Program (HSIP) Procedures**

Mr. Robinson reviewed the draft HSIP procedures. He explained HSIP is a new funding mechanism administered by the MPO to reduce transportation-related fatal and incapacitating injuries. The draft procedures would guide how HSIP funds would be awarded, relying heavily on crash data and a cost/benefit analysis. Ms. Ryterband motioned to recommend approval of the draft HSIP procedure. Mr. Walter seconded the motion and it passed unanimously.



**Bloomington/Monroe County Metropolitan Planning Organization**  
Citizens Advisory Committee

**VIII. Communications from Committee Members**

**A. Long Range Transportation Plan Vision Statement Discussion** – Mr. Baker suggested the Committee table this discussion until a future time.

**B. Topic Suggestions for future agendas** – Mr. Walter asked about the status of the SR 45/46 Bypass project. Mr. Robinson stated that the project is still on hold until the project's budget can be figured out between the State, the University, and the City. Mr. Hess stated that the SR 45 from the Bypass to Pete Ellis Dr. is on hold as well. Mr. Brown announced that BTOP is hosting a presentation by Walter Kulash on September 14, 2008.

**VI. Upcoming Meetings**

**A. Policy Committee** – September 12, 2008 at 1:30 p.m. (McCloskey Room)

**B. Citizens Advisory Committee** – September 24, 2008 at 6:30 p.m. (McCloskey Room)

**C. Technical Advisory Committee** – September 26, 2008 at 1:30 p.m. (McCloskey Room)

**Adjournment (~8:10 PM)**

*These minutes were \_\_\_\_\_ by the CAC at their regular meeting held on September 24, 2008.  
(RH 9/24/2008)*

**From:** Nsonwu, Emmanuel [mailto:ENSONWU@indot.IN.gov]  
**Sent:** Wednesday, July 16, 2008 10:50 AM  
**To:** Hess, Raymond  
**Subject:** TIP Amendment: Des# 0400392

Raymond:

INDOT is requesting the amendment of your FY 2009 – FY 2012 TIP to include the following project in Monroe County.

Des#: 0400392  
Location: SR 45; At Liberty Dr./Hickory Leaf Dr.  
Work Category: Central Office Congestion Project (Minor)  
Work Type: Intersection Improvement W/Added Turn Lanes  
Phase: PE - \$5,000.00 (FY 2009) – STP Funds

Thanks.

***Emmanuel Nsonwu***  
***Development Specialist***  
***Urban & MPO Planning***  
***Office of Urban & Corridor Planning***  
***PH: 317-232-5485 FAX: 317-232-0958***

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**From:** Eaton, Kathy  
**Sent:** Thursday, September 11, 2008 10:40 AM  
**To:** Nsonwu, Emmanuel  
**Subject:** RE: TIP Amendment: Des# 0400392

This project will realign Liberty Drive and Hickory. Currently both city streets are offset from one another. Due to conflicts at the intersection, INDOT has split phased the traffic signal which takes away valuable green time to SR-45. We will add opposing lanes on Liberty and Hickory to help expedite the flow of traffic. Does this help? If you need more information, please let me know.

Kathy L. Eaton  
Program Budget Manager  
Seymour District  
812-524-3734  
Fax 812-522-7658

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**From:** Eaton, Kathy [mailto:KAEATON@indot.IN.gov]  
**Sent:** Thursday, September 11, 2008 12:21 PM  
**To:** Hess, Raymond  
**Cc:** Nsonwu, Emmanuel  
**Subject:** RE: TIP Amendment: Des# 0400392

Raymond,

We are still waiting on the Engineering Assessment. I don't think that we would have any plans to add sidewalks, pedestrian crosswalks etc. due to there being no current sidewalks on SR-45 near this location however when we receive the final EA, we'll now more. Sorry I couldn't be more specific but at this early stage we really don't know. If you have any further questions, please let me know.

Kathy L. Eaton  
Program Budget Manager  
Seymour District  
812-524-3734  
Fax 812-522-7658

**Proposed Project:**  
**Intersection of Atwater Avenue and Henderson Street**

The City of Bloomington invites you to attend a public meeting on the proposed project to install a traffic signal at the intersection of Atwater Avenue and Henderson Street. The public meeting will be held:

**Wednesday, October 1, 2008**  
**5:30 pm – 7:00 pm**  
**Council Chambers**  
**City Hall in the Showers Building**

Brock Ridgway of Eagle Ridge Civil Engineering Services, LLC and City staff will be present to share the draft plans and answer questions. The format will be a presentation on the project followed by a question and answer period.

Written comments will also be accepted before and after the meeting through October 22<sup>nd</sup>. Please submit all written comments to

Joyce A. Williams  
City of Bloomington Engineering Dept.  
PO Box 100  
Bloomington, IN 47402  
williajo@bloomington.in.gov

**Project Purpose and Need:**

The City desires to improve the safety at this intersection and its approaches by:

- **Providing signalized traffic control** at the intersection of Atwater / Henderson
- **Improving sight distances** for vehicles approaching and entering the intersection.
- **Improving pedestrian crossing safety** with pedestrian signal heads and actuation.
- **Improving crosswalks** by reducing crossing widths and providing modern ramps and refuges where appropriate.
- **Improving sidewalks** by increasing the separation from the curbs, widening sidewalks where feasible, and by encouraging the use of designated crosswalks.
- **Realigning two connector road connections** to lower turning speeds, reduce pedestrian crossing distances, and to better align these streets for sight distance.
- **Narrowing existing pavement** where excess / mostly unused pavement is present.
- **Providing and improving drainage** where needed.

A new traffic signal is proposed to better regulate the traffic entering the intersection. The intersection meets uniform traffic control warrants both for accidents and for pedestrian volume counts.

This letter was mailed on 9/15 to adjacent property owners and residents and the neighborhood association representatives for Elm Heights, Eastside, and Bryan Park. Copies were also placed in the box for each council member.

Joyce A. Williams, P.E.  
Project Engineer  
(812) 349-3417  
williajo@bloomington.in.gov

BMCMPO Draft Complete Streets Policy  
*Working Outline: September 17, 2008(version 4)*

WHEREAS, it is the intent of the Bloomington Monroe County Metropolitan Planning Organization (BMCMPO) to be compliant with the **Complete Streets Act of 2008**; and

WHEREAS, the BMCMPO has prioritized development of a truly multi-modal system in the Vision Statement of the currently adopted Long Range Transportation Plan; and

WHEREAS, the BMCMPO's Transportation Improvement Program (TIP) identifies implementation of capital improvements in the urbanized area; and

WHEREAS, the civic guidance of the Citizens Advisory Committee and the technical expertise of the Technical Advisory Committee can ensure that investment in transportation infrastructure addresses the needs of all users of a corridor;

NOW, THEREFORE, BE IT RESOLVED THAT THE POLICY COMMITTEE OF THE BLOOMINGTON MONROE COUNTY METROPOLITAN PLANNING ORGANIZATION HEREBY ADOPTS THIS COMPLETE STREETS POLICY HEREIN CONTAINED, ON THIS DATE XX, XX, 2008.

**Introduction**

The Complete Streets concept is an international initiative to design and build roads that adequately accommodate all users of a corridor, including motor vehicles, pedestrians, bicyclists, users of mass transit, people with disabilities, and adjacent land users. These concepts can be adapted to fit local community needs and used as a policy to direct future transportation planning. A policy using Complete Streets concepts will incorporate community values and qualities including environment, scenic, aesthetic, historic and natural resources, as well as safety and mobility. With few exceptions, it demands careful multi-modal evaluation for all transportation corridors together with the integration of best management strategies in land use and transportation planning that supports compact sustainable development.

This Policy is written to empower and direct citizens together with planners, consultants, engineers, and architects to utilize an interdisciplinary approach to incorporate complete streets concepts into the design and construction of all transportation projects **funded through** Bloomington and Monroe County Metropolitan Planning Organization.

**Section I: Purpose**

The Bloomington/Monroe County Metropolitan Organization (BMCMPO) will require the planning for, design and construction of all transportation improvement projects under the principle of inclusion. This principle dictates that appropriate accommodation for pedestrians, bicyclists, transit riders, persons of all abilities and ages, motorists, and freight providers will be considered so that all modes of transportation can function

safely and independently in current and future conditions as anticipated by the Long Range Transportation Plan (LRTP) or any other relevant long range planning documents.

The principle of inclusion establishes the necessary framework to implement a complete streets policy into the transportation planning process. This policy will ensure that the entire right-of-way is designed and operated to enable safe access for all users and that all transportation agencies participating in the BMCMPPO adhere to implementing the principles of inclusion in all transportation projects appropriate to the local context and needs.

The Complete Streets Policy aims to:

- Ensure that the safety and convenience of all users of the transportation system shall be accommodated;
- Apply such policies to the projects contained in the Transportation Improvement Program;
- Incorporate the principals in this policy into all aspects of the transportation project development process, including project identification, scoping procedures and design approvals, as well as design manuals and performance measures;
- Construct transportation corridors that serve all users including pedestrians, bicyclists, transit users, and travelers of all ages and abilities;
- Create a comprehensive, integrated, and connected transportation network
- Ensure the use of the latest and best design standards;
- Recognize the need for flexibility to accommodate different types of streets (including but not limited to rural, urban, suburban, arterials, collectors, neighborhood connecting, cueing or skinny) and users;
- Direct the complete street design solutions to fit in with the context of the community.

*(CAC reached consensus on 6/25/2008 to preliminarily adopt the policy up to this point in the document)*

## **Section II: Policy**

All capital roadway improvement projects and future projects which are programmed to use federal funding as identified in the Transportation Improvement Program (TIP) shall apply a Complete Streets Framework, as detailed in Section I above, for aspects related to the planning, design, and construction of these improvement projects. Furthermore, the policy requires:

- All users of the transportation system will include pedestrians (including individuals of all ages, and individuals with mobility, sensory, neurological and hidden disabilities), bicyclists, transit vehicles and users, and motorists.
- Application of said policy to both new construction and reconstruction (including resurfacing, restoring, and rehabilitation projects) improvement projects. Simple improvements, such as re-striping for bicycle and pedestrian



accommodation, may be encouraged in pavement resurfacing projects when they fall within the overall scope of the original roadwork.

- Accommodations to be made for all users in all construction and improvement projects unless the BMCMPPO Policy Committee approves any specified exceptions from implementing the policy statement, including documentation with supporting data that indicates the basis for the exemption (see exemption section below).
- The use of current design standards, including those standards applying to access for individuals with disabilities.
- Complete street solutions to be developed to fit in with the context of the community and that those solutions be flexible;
- Whereby the preferred design speed for urban roadways is 30 miles per hour or less and for rural roadways is 50 miles per hours or less;
- A description of the performance standards with measurable outcomes that will be developed.
- The BMCMPPO to certify each road project included in the Transportation Improvement Plan (TIP) has been reviewed for its compliance with any applicable Complete Streets Policy statement and that each project within the TIP enhances the safety, convenience, and accessibility of the transportation system for all users to the extent that is reasonably possible and that the project applicant (implementer) addressed concerns in the material prepared for public input with respect to the TIP.

### Section III: Process

The complete streets process contains the following four elements:

1) Applicability: The Complete Streets Policy shall apply to all corridor improvement projects **implemented by Local Public Agencies** that are:

- Identified within the most recently adopted Long Range Transportation Plan; and
- Seek, or intend to at some point in time, to use federal funds through the BMCMPPO.

2) Call for Projects: The BMCMPPO shall issue an annual call for projects which are to be considered to receive (or anticipate) federal funding in the Transportation Improvement Program. At this point in time the project implementer or Local Public Agency (LPA) shall submit a Project Announcement with the following information to the BMCMPPO staff in order to establish a transparent scope of work for public review:

- a detailed project description;
- **the anticipated design speed (as defined by AASHTO)**
- the intent to be Complete Streets Compliant or the intent to seek a Complete Streets Exemption;
- anticipated phases and key milestones of project development;
- anticipated costs for design, rights-of-way acquisition, and construction;

- anticipated dates for project initiation and consideration to be included within the Transportation Improvement Program;
- public participation process with benchmarks goals to attain;
- project steering committee or key party/agency/interest group identification list to establish constant project coordination and maintain open lines of communication; and
- primary contact or project representative information.

3) Project Review and Approval: Once a Project Announcement has been submitted to the BMCMPPO and subsequently reviewed by the CAC, TAC, and PC for comments and suggestions the BMCMPPO staff shall make the necessary changes to the Project Announcement in order to address Complete Streets Policy issues. Then the Project Announcement will be submitted for consideration to adopt into the TIP. Pending the approval through the TIP adoption process (requires public notification) the Project will not be subject to the Complete Streets Policy; however once adopted into the TIP all phases must be compliant with the intent of this policy herein and/or by the principle of inclusion. The Policy Committee shall certify by resolution that relevant projects identified in the TIP are Complete Streets compliant unless a project receives and exemption under unusual and extraordinary circumstances. Projects listed in the TIP shall clearly designate if the project is Complete Street Compliant or Complete Street Exempt.

*(CAC reached consensus on 8/27/2008 to preliminarily adopt the policy up to this point in the document)*

4) Complete Street Exemption: The complete streets policy requires that the BMCMPPO Policy Committee certify through resolution that justification exists if all modes of transportation are NOT accommodated for a specified project as identified in the TIP. Therefore, the Policy Committee may allow an exemption under unusual and extraordinary circumstances using the following guidelines:

- Ordinary maintenance activities designed to keep assets in serviceable condition (e.g. mowing, cleaning, sweeping, spot repair, and regular/seasonal maintenance);
- The project involved a roadway on which bicyclists and pedestrians are prohibited by law from using. In such case, a greater effort shall be made to accommodate bicyclists and pedestrians elsewhere;
- There are extreme topographic or natural resource constraints;
- The LRTP 25 year Average Daily Traffic projection is less than 1000 vehicles per day;
- When other available means or factors indicate an absence of need presently and in the 25 year horizon;
- A reasonable and equivalent alternative already exists or is programmed in the TIP as a separate project; and
- The project was included in the TIP prior to the adoption of the Complete Streets Policy on DATE XXXX and the current status of the project has significantly

progressed to a point that would be too difficult to integrate changes necessary for policy compliance.

#### **Section IV: Implementation**

Once a project is listed in the adopted TIP and is designated as Complete Streets Compliant, it is the responsibility of the project implementer or Local Public Agency (LPA) to fulfill the scope of work as approved and detailed by the Project Announcement. The LPA shall submit written status reports to the BMCMPPO staff to be included in the meeting packets for the CAC, TAC, and PC at a minimum of one time a year and at key milestones of the project (as detailed in the Project Announcement). The status report shall include a summary of issues identified, mitigation strategies, and the preferred design solutions as they pertain to fulfilling this Complete Streets Policy.

If the majority of the Policy Committee feels that a project is not fulfilling the intent of this Complete Streets Policy, it may issue a Stop Work Order for the project in question. The Policy Committee shall take action by roll call vote on a resolution to issue a Stop Work Order. The Policy Committee may take under advisement the recommendations of the Citizens Advisory Committee and the Technical Advisory Committee prior to the issuance of a Stop Work Order.

While the Stop Work Order is in effect, all federal funds are immediately frozen and the LPA can no longer receive federal aid assistance for the respective project. The LPA can choose to continue the project without federal aid assistance, but may be subject to reimburse all applicable federal funds received for the respective project prior to the issuance of a Stop Work Order. The LPA can request the Policy Committee to remove the Stop Work Order once the LPA provides a mitigation plan to bring the project back into Complete Streets Compliance or the LPA seeks an exemption. The Policy Committee shall, through roll call vote, make a determination to lift the Stop Work Order at the next regularly scheduled meeting. If no action is taken by the Policy Committee, then the Stop Work Order will remain in effect.

#### **Section V: Evaluation**

The BMCMPPO shall, at a minimum, evaluate this policy prior to the adoption of the LRTP. This evaluation shall include recommendations for amendments to the Complete Streets Policy and thereby subsequently be considered by the CAC, TAC, and PC for adoption.

**From:** [Forrest, Steve](#)  
**To:** [Robinson, Scott;](#)  
**CC:**  
**Subject:** New Business for this month"s MPO-CAC mtg.  
**Date:** Monday, June 16, 2008 9:21:49 PM  
**Attachments:**

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Scott,

Here's a New Business agenda item for the June CAC meeting:

In my essay on Complete Streets I noted that the Vision Statement in the LRTP supported my interpretation of what a complete streets policy should entail.

At the last meeting, Buff Brown suggested that all transportation projects should be evaluated in terms of the vision statement. I believe he also suggested some kind of scoring or rating system to evaluate individual projects. I agree that this is important. It might take considerable effort to devise a scoring system, but would be worthwhile if it gave us some reasonably objective rating to prioritize projects, or to reject projects that do not score high enough.

WHEREAS, the Long Range Transportation Plan is the MPO's most comprehensive and far-reaching policy document; and

WHEREAS, the Vision Statement describes the "future transportation goals and objectives" for the BMC/MPO;

THEREFORE, let us resolve to devise a rating system to ensure that the individual projects that we are presented with are in conformity with our long range vision.

At a previous meeting I referred to the "institutional inertia" of large bureaucracies (such as INDOT). In such bureaucracies there is a tendency to proceed with business-as-usual, even when there is a desire and a need for a new way of doing things. In order for our work to be effective in pursuing \_our\_ goals, it is necessary that we

review proposals in the light of our own stated goals. If we don't, then we will end up approving projects which are contrary to our goals; and if we act against our stated goals, then we might as well not exist as an organization.

-Steve Forrest, CAC member  
submitted 6-16-08

The 2030 Long Range Transportation Plan provides a means of focusing and prioritizing community transportation investments. The Vision Statement serves as a policy guide for the development of the system-wide, multi-modal, Long Range Transportation Plan. It also establishes the framework for on-going transportation planning activities including the Transportation Improvement Program, corridor or sub-area improvement studies, detailed plans for individual modes, and transportation management systems efforts. Each of these activities should be considered within the context of the vision, goals, and objectives expressed here.

### **FUTURE TRANSPORTATION VISION**

The future transportation system for Bloomington, Ellettsville, and Monroe County should reflect a commitment to the following core principles:

- Community sustainability
- Environmental stewardship
- Fiscal responsibility
- Connectivity for all forms of transportation
- Economic vitality & economic development
- Multi-modal accessibility
- Cross-jurisdictional coordination

Transportation plays a vital role in the quality of life of the community. Residents should be afforded the ability to move safely throughout the community using a variety of modes of transportation. While strategic roadway improvements will be needed in the future, support must be increased for alternative transportation options such as public transit, walking and bicycling. Enhancing alternative modes of travel reduces automobile dependency, increases community accessibility for people of all economic means, reduces emissions of polluting gases and supports a more sustainable community. Ensuring the development of a multi-modal transportation system that meets the needs of both current and future generations is consistent with efforts to promote sustainability as a community-wide goal.

The following goals and objectives are designed to provide specific guidance for achieving the transportation vision set forth in the Plan.

Mobility is an integral component of economic activity, recreation, education and travel. The network of transportation facilities that serves the community has been instrumental in creating a society that is highly dependent on the continuing efficiency and economy of both freight and passenger services. However, changes to this transportation network have been one of the factors which have caused an expanded metropolitan area, a dispersal of shopping and industry and the growing number of rural residents who live an urban life without living in an urban community. As a result, the transportation network of the future must provide a menu of effective choices for community mobility without creating an unnecessary expansion of Bloomington's urbanized area.

### GOAL 1

Develop a well-integrated, multi-modal transportation system for the efficient and economic movement of people and goods while supporting the land use policies of the respective communities Comprehensive Plans.

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|----------------------|--|
| <i>Objective 1.1</i> | Provide for better access between the arterial roadway network and major employment and activity centers.  |
| <i>Objective 1.2</i> | Ensure connectivity of the transportation system, including all modes of travel, between jurisdictions.  |
| <i>Objective 1.3</i> | Enhance the efficient movement of freight through maintenance, operational and capital investment decisions.   |
| <i>Objective 1.4</i> | Identify transportation needs for individuals with limited resources and/or limited access to a personal vehicle.  |
| <i>Objective 1.5</i> | Identify opportunities for improved coordination and cost effective delivery of transportation services associated with human services destinations such as schools, hospitals, and social service agencies. |
| <i>Objective 1.6</i> | Increase public transit capital and operating investment to expand, enhance, and increase the use of transit services.   |

### GOAL 2

Create a network of multi-use pathways, bicycle routes, greenways and sidewalks that traverses the community, connects activity centers, and links recreation opportunities.

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|----------------------|---|
| <i>Objective 2.1</i> | Ensure transit, bicycle, and pedestrian facility design standards are incorporated into the design standards for thoroughfares as set forth in alternative transportation plans, thoroughfare plans, subdivision control ordinances and site design review processes. |
| <i>Objective 2.2</i> | Provide walkways, bikeways, and aesthetic features in association with all thoroughfare improvements to ensure their integration with the overall transportation network.   |
| <i>Objective 2.3</i> | Identify and solicit transportation enhancement projects for the metropolitan area in a coordinated and unified manner, and aggressively pursue funding of selected projects.   |
| <i>Objective 2.4</i> | Pursue all opportunities for the expansion of the community's alternative transportation and greenways networks, including rail-to-trail and rail-with-trail projects.  |

Traffic mitigation refers to actively reducing the demand for automobile trip-making, and in turn reducing the traffic impacts associated with trip-making. This principle is intended to reduce the frequency and length of auto trips through the application of a variety of key land use and transportation principles. The first component of traffic mitigation is mixed-use development, which reduces travel demand by placing residential areas in closer proximity to the shopping, employment and recreation destinations they seek. In addition, support of a compact urban form for development will keep trip lengths low, and allow more areas to be serviced by alternative modes of travel. Finally, investment in and support for these alternative modes of travel, such as walking, bicycling and public transit, must be significant and sustained to make them truly viable alternatives to personal motor vehicles.

### GOAL 1

Reduce the number, length, and frequency of automobile trips on a per capita basis.

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|----------------------|--|
| <i>Objective 1.1</i> | Promote land use and development policies that encourage the use of alternative transportation modes over the single-occupant vehicle. |
| <i>Objective 1.2</i> | Increase by one percent per year the transit vehicle revenue hours providing service with a frequency of 15 minutes or less.           |
| <i>Objective 1.3</i> | Promote the location of new institutional, commercial, and employment destinations in close proximity to transit nodes.                |
| <i>Objective 1.4</i> | Identify actions that improve physical access and remove physical barriers to the use of public transportation.                        |

### GOAL 2

Optimize the flow of traffic and the relationship between land uses to reduce traffic congestion, trip length, and trip frequencies.

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|----------------------|---|
| <i>Objective 2.1</i> | Pursue transportation network design and operational policies that separate high speed/through traffic from neighborhood/local traffic. |
| <i>Objective 2.2</i> | Ensure the continuity of major thoroughfares.   |
| <i>Objective 2.3</i> | Provide major thoroughfares around rather than through neighborhoods.   |
| <i>Objective 2.4</i> | Provide for connectivity in the transportation network.   |



**GOAL 3**

Develop the widest possible range of transportation alternatives to automobile trip-making by residents.

- Objective 3.1*      Preserve abandoned rights-of-way for future transportation corridors for all modes.
- Objective 3.2*      Ensure the connection of street stubs for local circulation and linkage of residential areas to neighborhood shopping and services, educational facilities, and recreational areas.
- Objective 3.3*      Facilitate the most direct access by all modes from residential areas to major transit corridors.
- Objective 3.4*      Study the future potential of alternative transportation options such as light rail, dedicated bus lanes, high occupancy vehicle lanes, and a ridesharing/commuter transportation connection between Bloomington and Indianapolis.
- Objective 3.5*      Encourage the integration of City, County and Indiana University mass transit systems into a single, regional authority.

Growing traffic congestion, concerns over traffic safety, and the increasing cost of upgrading roads have elevated the importance of managing access to the roadway system. Traditionally, growth has followed a cycle whereby as an area develops, existing roads cannot effectively handle the increased traffic. When new, multi-lane facilities are constructed to relieve the pressure, they attract more traffic with the promise of limited delays and reasonable travel speeds. Additional development is naturally attracted to these facilities and a variety of new growth begins to compound, leading once again to traffic congestion that overwhelms the transportation network. This cycle typically continues until it becomes physically or economically impossible to add more capacity to the roadway. Access management together with effective land use management can preserve roadway capacity and, in turn, effectively slow down or even halt the cycle.

### GOAL 1

Make transportation infrastructure investments that support the development policies of the City of Bloomington Growth Policies Plan, the Monroe County Comprehensive Land Use Plan, the Town of Ellettsville Comprehensive Plan and the Indiana University Master Plan.

- Objective 1.1*      Improve the aesthetics of transportation facilities with streetscape features compatible with the abutting area, consistent with the community's comprehensive plan and neighborhood plans.
- Objective 1.2*      Connect all high intensity activity centers to public transit.
- Objective 1.3*      Direct all future high intensity land uses toward those roadway corridors with the greatest reserve traffic carrying capacity.
- Objective 1.4*      Increase transit service frequency and route coverage so that more people can live within 1/4 mile of transit service with a frequency of 20 minutes or less.
- Objective 1.5*      Where appropriate, encourage transit-oriented development proposals featuring building-forward design and limited parking.

### GOAL 2

Make transportation infrastructure investments in a manner that protects and enhances the environment, promotes energy conservation, and improves quality of life.

- Objective 2.1*      Examine the overall short and long-term social, economic, energy, and environmental (social, natural, and human-made) effects of major transportation investments.
- Objective 2.2*      Ensure transportation investments contribute to the overall improvement of air quality for the metropolitan area and support actions reducing the dependency on single-occupant vehicles.
- Objective 2.3*      Give priority and encouragement to alternative fuels, fuel efficiency and new technologies to reduce pollution and usage of non-renewable resources.
- Objective 2.4*      Plan, design, develop, construct, and maintain transportation facilities to minimize adverse impacts on environmentally sensitive areas, public parks and recreation areas, historic structures, and neighborhoods.

A safe travel environment is a high priority for motorists, bicyclists, pedestrians and neighborhoods. The 2030 Long Range Transportation Plan is committed to reducing human and economic losses from death and injury attributed to mobility. The increased use of seat belts and airbags, as well as improvements in the crash resistance of vehicles, has increased transportation safety. However, it is important that complementary improvements to the transportation system and the built environment are made. Innovative approaches to accident reduction should be included in the planning process, including the use of electronics and telecommunications for driver guidance and warning, improved roadway design and lighting, and increased enforcement.

**GOAL 1**

Increase the safety and security of the motorized and non-motorized surface transportation systems.

- Objective 1.1*      Prioritize additional bicycle facilities, removal of dangerous curves, improved street surfaces, and improved connections between neighborhoods over other types of street improvements.
- Objective 1.2*      Pursue transit capital investments that improve the security for transit riders and drivers including, but not limited to, improved lighting at major bus stops.
- Objective 1.3*      Improve one (1) high accident location per year as identified in the annual Traffic Accident Report.
- Objective 1.4*      Pursue the construction of railway/roadway grade separation.
- Objective 1.5*      Reduce the number of injuries and incidents per 100 million transit passenger miles.
- Objective 1.6*      Take advantage of funding opportunities provided by the Safe Routes to School Program to enhance walking and bicycling routes for school children.

The places people live and work in a mobile society and the changing behavior patterns and lifestyles enabled by ease of access are supported by a less visible network for the transportation of goods and materials. A mobile society also involves a high degree of industrial specialization, with transport linking the many suppliers of parts and components with the final assembly plants. Recent emphasis on increasing industrial productivity to help compete internationally has focused on the importance of economy and reliability in transportation as a means of reducing production costs.

### GOAL 1

Support economic vitality of the metropolitan area through transportation investments that enhance competitiveness, productivity, and efficiency.

*Objective 1.1* Provide adequate access to the Monroe County Airport, inter-modal facilities, major freight terminals and major freight distribution routes.

*Objective 1.2* Ensure that transportation investment decisions consider the recreational travel and tourism needs of Bloomington and Monroe County, particularly the State recreation areas on Lake Monroe.

### GOAL 2

Improve the movement of goods through the transportation system as a means to enhance the region's economic competitiveness.

*Objective 2.1* Continually evaluate the arterial street system through traffic counting and intersection analysis in order to program improvements to enhance efficiency without the need for roadway widening.

*Objective 2.2* Make strategic investments such as frontage roads, grade separation of access points, signal timing improvements, and reduction of curb cuts to maximize local connectivity to the highway system.

Paying the bill for transportation facilities is a challenge in every community. Limited fiscal resources are met with the demand for improvement not only in roadway capacity, but also for bicycle, pedestrian and public transit enhancements. Careful consideration must be given to the overall program of transportation improvements so that the return on the community's investment can be maximized. This includes being strategic in selecting preferred roadway upgrades and investing in programs that reduce the need for such road projects. In addition, alternative sources of funding for transportation improvements should be utilized, including dedicated TIF districts and construction of certain facilities as a component of private development projects. Payments for transportation improvements should be viewed as long-term investments in the overall quality of life of the community.

**GOAL 1**

Develop transportation plans and improvement programs on the basis of an integrated and comprehensive viewpoint of transportation expenditures and revenues for the maintenance, operation, and capital investment in all surface transportation modes.

- Objective 1.1*      Examine the effects of transportation projects within the metropolitan area without regard to the source of funding.
- Objective 1.2*      Increase public transit capital and operating investment to expand, enhance, and increase the use of transit services; and increase the funding for transit operations even if the funding for streets must be reduced.
- Objective 1.3*      Ensure transportation maintenance, operational, and capital investment decisions enhance the efficient movement of freight.
- Objective 1.4*      Increase the return of Bloomington/Monroe County Federal highway and transit tax dollars to the Bloomington metropolitan area for transportation improvements.

**GOAL 2**

Preserve the investment in existing surface transportation systems and promote efficient system management and operation.

- Objective 2.1*      Use life-cycle costs (maintenance, operational, and capital costs) in the evaluation of the transportation alternatives and in the design and engineering of bridges, tunnels, and pavements.

## MEMORANDUM



To: Citizens Advisory Committee

From: Raymond Hess  
*Sr. Transportation Planners*

Date: September 17, 2008

Re: Meeting Schedule for Calendar Year 2009

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The committees of the Bloomington/Monroe County Metropolitan Planning Organization must consider their meeting schedules for the 2009 calendar year. If the Citizens Advisory Committee wishes to keep the same meeting schedule as 2008 and meet on the fourth Wednesday of every month at 6:30pm, the meeting schedule would be as follows:

January 28, 2009  
February 25, 2009  
March 25, 2009  
April 22, 2009  
May 27, 2009  
June 24, 2009  
August 26, 2009  
September 23, 2009  
October 28, 2009  
November 18, 2009